Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **757** **Const Calendar Day:** 220 **Date:** **10-Jan-2013** **Thursday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 07:00 am 05:30 pm **Break:** 00:30 **Over Time:** 02:00
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 40 - 50 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation 0.00" **Condition** Partly cloudy and windy

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Checked the location of all four Hinge A pipe beams prior to sunrise which was at 7:25am. The local measurements were done from 7:15am to 7:30am. The top deck steel temperature measured 43F which was taken at 7:30am near WPP127CL under partly cloudy conditions. The following are the measurements taken on the E/W-Line Hinge A pipe beams longitudinal position today:

Pipe Beam	Length from Diaphragm A	Measurement 01/08/13
AW-N	545mm	544mm
AW-S	594mm	599mm
AE-N	546mm	544mm
AE-S	579mm	576mm

ABF ironworkers didn't place any restraint brackets for centerpunching/marking instead they spent most of the day drilling holes at the following restraint bracket locations:

Pipe Beam	Diaphragm (East/West face)	Top/Bottom
AE-North	B-East	Top
AE-South	B-East	Top
AW-North	B-East	Top
AW-North	B-West	Top

It should be noted that the crew in the W-Line SAS attempted to move the AW-South Hinge A pipe beam approximately around 1:30pm without any success. They will likely attempt to move this pipe 20mm to the East tomorrow, as the steel needs to heat-up or under go thermal expansion for a free path inside the SAS and Skyway to slide the pipe beam. Discussed this issue with ABF engineer Andre Makarian and we both agreed that additional attempts need to be made to move the AW-South pipe beam into the correct position before drilling restraint bracket holes. Through the day I intermittently checked on both crews of ironworkers to see if any additional restraint brackets were placed for approval, centerpunching, and marking.

- Attended weekly SAS Safety Tailgate meeting at 8:00am.

- Checked on the progress of the Shear Key and Bearing survey prior to grouting operations. ABF is currently water testing the S3 and S4 Shear key anchor rod blockout bottom forms, see photo below for more details. Approximately at 10:00am I was informed by ABF engineer Zach Lauria that the B1 and B3 bearing lower housings were rotated and square with the west survey lines, see photo below for more details. I checked the offset from the west survey line on the E2 concrete surface and the lower housings were within acceptable tolerance.

As the additional inspection of the bearings at the E2 cap beam were performed, it was discovered that the gap between the lower and upper housings of the bearings were not 20mm +/- 2mm. I consulted with Bob Brignano on this issue since he knows the extensive history on the fabrication and installation of the bearing/shear key components. We agreed that ABF needed to correct this issue prior to grouting and I showed ABF engineer Zach Lauria this issue. He was reluctant to move the lower housings when informed because he thinks that applying force to this component could damage some of the structural members.

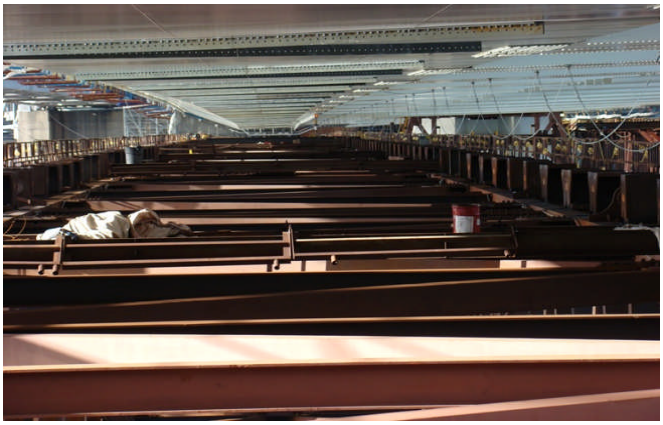
Continued to review documents related to the installation and fabrication of the E2 bearings. I am working with Bob Brignano on the bearing and shear key alignment since he has the most knowledge on this issue.

- Checked to see if any work was being performed on the W2 transverse tendon cleaning, strand placement, stressing, and grouting operations where neither ABF or SDI was seen.

- Briefly inspected how measurements could be taken on at the west deviation saddle between the top cover plate and the side cover plate bolt configuration. To reiterate this is being done to potentially add a steel plate to prevent birds from entering this area, see the photo below for more details on this issue.

Attachment

Longitudinal slope of 0.8 degrees measured with the SMART level along the W-Line near WPP119CL.



Craddle removal has been complete on the temporary truss, the photo was taken from the E2 cap beam of the E-Line truss looking west.

Gap of the E-Line west deviation saddle top and side cover plates which needs a barrier to prevent birds from entering this area.

B1 bearing lower housing alignment in relation to the survey lines set on the west side of the E2 cap beam.

ABF ironworker drilling holes for the restraint bracket on the top of pipe beam AE-N east of diaphragm B.

Longitudinal slope of 1.0 degrees measured with the SMART level on the bottom side of the OBG near the S3 Shear looking south.

Water testing the S3 and S4 anchor rod blockouts prior to grouting operations.